

REMARKS

The specification has been amended to provide a cross-reference to the previously filed International Application.

The claims have been amended in order to remove the multiple dependencies. Attached hereto is a marked-up version of the changes made to the claims by this Amendment.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 02-2448 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17; particularly, extension of time fees.

Respectfully submitted,

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By 

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VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE CLAIMS:

The claims have been amended as follows:

4. (Amended) Vehicle tyre in accordance with claim 1 [or 3], characterised in that the grooves (4, 5) extending in the circumferential direction are substantially straight grooves.

5. (Amended) Vehicle tyre in accordance with claim 1 [or 3], characterised in that the spacings from the centre of the tyre of the respective inwardly disposed side walls (7, 8) of the superwide groove (4) and of the groove (5) adjacent to it in the outwardly disposed tyre tread half (3) are at least substantially the same.

6. (Amended) Vehicle tyre in accordance with claim 1 [or 3], characterised in that the superwide groove (4) is disposed in the inner half of the inwardly disposed tread half (2).

9. (Amended) Vehicle tyre in accordance with claim 1 [or 3], characterised in that the superwide groove (4) in the inwardly disposed tyre tread half (2) has a width of approximately 40 mm and two circumferential grooves (5) with a width of approximately 8 mm in each case are provided in the outwardly disposed tyre tread half (3).

10. (Amended) Vehicle tyre in accordance with claim 1 [or 3], characterised in that the tread regions between the grooves (4, 5) and to the side of the grooves (4, 5) are provided with grooves (11) and/or fine cuts which extend obliquely to the circumferential direction of the tyre at least outside of the

tyre shoulder regions (12) and preferably with changing inclination.

13. (Amended) Vehicle tyre in accordance with claim 1 [or 3], characterised in that the grooves (11) extending obliquely to the circumferential direction of the tyre have different depths over their longitudinal extent and in particular a depth which increases or first increases and then reduces towards the tyre shoulders (12).

15. (Amended) Vehicle tyre in accordance with claim 1 [or 3], characterised in that additional circumferential grooves (13), the width of which only amounts to a fraction of the narrow grooves (5) are provided in addition to the superwide groove (4) and to the grooves (5) which are narrow in comparison thereto.